

**JAMUL DULZURA
COMMUNITY PLANNING GROUP
January 27, 2009 Draft Minutes
(To be approved February 10, 2009)**

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DEPARTMENT OF PLANNING
AND LAND USE

1. **Call to Order Dan Neirinckx**, Chair, called the meeting to order at 7:30 p.m.
2. **Roll Call: Present:** Dan Neirinckx, Janet Mulder, Martin Muschinske, Frank Hewitt, Richard Wright, Krishna Toolsie, Dan Kjongegaard, James Talbot, Linda Ivy, Judy Bohlen, Steve Wragg, and Wythe Davis

Excused: Janice Grace,

Absent: Randy White, Earl Katzer

3. **Motion to approve the Minutes for January 13, 2009 and Agenda for January 27, 2009, with agenda posted 72 hours ahead moving item 14 to follow #7 and adding Election of Officers due to resignation of chair. Motion carried unanimously.**
4. **OPEN FORUM - Opportunity for public to speak - limit 3 minutes.**
 - a. **Dan Neirinckx welcomed Jonathan and Richard Malloy who was present for a requirement for Boy Scouts.**
 - b. **Mike Casinelli asked about business signage asking if we have any standards, and Dan Neirinckx said there was a 32 square foot maximum and illumination standards.** Mike pointed out that it seemed we were setting a precedent allowing anything giving a "Third World" look to our community. **Dan Neirinckx** stated that if it was beyond the size limitation in our plan, then he should go to code enforcement.

5. Election of Officers

Dan Neirinckx had indicated last meeting he reluctantly accepted the position of Chair, and after the meeting Dan Kjongegaard has indicated he would be willing to serve as chair. Therefore, Dan Neirinckx has decided that he should "take a break" for a year or more, and therefore resigned. He stated that Dan Kjongegaard would be willing to take on the office of Chair if Dan Neirinckx would continue representing our Planning Group on the General Plan Update. **Linda Ivy moved that we elect Dan Kjongegaard as Chair and Dan Neirinckx as Vice Chair. Motion carried unanimously.**

6. **Caltrans Highway 94 Update – Sam Amen, Project Manager SR 94 introduced Seana Urquhart, Transportation Engineer, and Hany Ahmed, Project engineer.** He presented a Power Point on the SR 94 Operational Improvement Project. The project starts from Melody Lane to SR 188. They have studied the entire route for improvements that would maintain and improve highway operations, reduce delays and improve travel time, increase sight distances, improve vehicle maneuverability and enable trucks to stay within traffic lanes in curvy sections.

The original design was to lower the speed and change the design and ended up with alternative 3 which allowed for passing lanes. They dismissed the alternative that was a westbound bypass alignment, which would have removed one zigzag area

and made an alternative road. They also dismissed another alternative on the eastbound bypass alignment as it had many problems in creating it. Today there is a defined footprint that has many different changes in the SR94 that have addressed many of the improvements affecting as few environmental issues as possible. They had to go through other agencies and have had to show why this was the best way of improving the route.

They have completed the traffic operational analysis, the surveys and mapping, and alignments and alternatives. In progress they have geotechnical, structures looking at seismic safety, hydrology and hydraulics, design exception fact sheets, and retaining wall evaluation. They are asked what did you do to lessen the footprint, looking at visual impacts and costs.

There are five bridges within the project limits. There are no improvements scheduled for the Jamul Creek Bridge nor the Grande Creek Bridge (but they will upgrade the guard rails). The Dulzura Creek Bridges 1 & 2 need to be widened to two 12-foot lanes and 2 8-foot shoulders increasing from 4 feet. The Cottonwood Creek Bridge will be brought to standard including 2 12-foot lanes and 2 8foot shoulders. The environmental update is in progress now that they have a solid footprint as to what they will be building and should be completed on time.

Landscaping update is in progress looking at the visual impacts and the designer is being very creative. Sam Amen gave us a proposed improvement along the route including proposed super lane which is widened to approximately 15 feet with 8 foot shoulder, providing improved maneuvering allowing vehicles to stay within designated lanes and will be used in several locations. The proposed passing lane is four 12-foot lanes and 4-foot shoulder. They are planning curve correction both horizontal and vertical in front of the JIV land. Passing lanes provide an extra lane for traffic to pass slower vehicles.

Potential funding for construction includes Sandag, State of California, Federal through Border Funding and other stimulus funding, and County of San Diego TIF. Cost is about \$120 million and will be built in phases. They have contact with elected officials, Planning Groups and other community groups (Highway 94 Club) and public outreach comes through the newsletter, web site and email updates. By Mid 2009 the preliminary engineering and environmental assessment by late 2009, the public circulation of the environmental document by early 2010 and the approval hopefully by late 2010 depending on the quantity of public comments.

Recent Improvements to SR94 included the Campo Creek Bridge Repair and Landscaping Improvements on an emergency basis. The blinking light on SR94 at Vista Sage that was hit was repaired quickly and is now back in operation.

Sam Amen is not going to be the SR94 manager as he is going to be the Imperial Valley Manager, and his job will be taken over by **Chris Thomas** within the next week. **Richard Wright** asked how much time it will take to complete this project realistically he sees it taking 5 years. **Sam** stated that it should not take five years but that the money will not be forthcoming until they have an environmental document to present to the elected officials. Stimulus package looks like transportation will only get 30 billion nationwide – 3 billion to California – figure San Diego at 10% and 50 % needs to be expended within a short period of time. However this project does qualify for other funds that will be available.

Steve Wragg asked about the priority he asked us to look at a year and a half ago. **Sam** said that of the four alternatives this was the one that would be most viable, however three of them will be discussed in the CEQA process including this one he presented today, a no-project alternative, and the by-pass alternative which will

probably be dismissed as well. **Sam** emphasized that we have a solid footprint today and with the visual impact.

Krishna Toolsie asked if along the 18-mile corridor they have notified the private property owner of the possible impacts? He is asking when the landowners will be notified if their property has been identified for possible impacts. **Sam** pointed out that the environmental document would give an opportunity for public comment on the possible impacts to the property owners. **Martin Muschinske** asked of the total amount how much is budgeted for environmental documentation. **Sam Amen** said that the hard cost is \$120 million and soft cost is about \$5 million.

Ginny Rodriguez asked why are we doing this to SR94? **Seana Urquhart** pointed out that it was a safety feature and it is an unsafe road. **Richard Wright** stated that Ginny's question is well taken. **Ginny Rodriguez** asked if it was to allow greater numbers to come from Mexico or to help casino traffic? **Sam** pointed out that we have lots of accidents on SR94 and it warrants study and improvement on major accident locations. He said it is an operational improvement project, which follows the one done in 1967. **Mike Sisson** asked if the money would not be better spent to improve the whole road than piece-mealing it by spot improvements. **Sam** stated that it would improve parts of the road. **Richard Wright** said that the big picture is not being considered as this project is improving only the area east of Jamul when the problems really are occurring west of Melody with huge backups every day. **Sam** said that the area west of Melody has to be studied separately as it should be increased to four-lanes and the outcome is in doubt when you look at the whole corridor. When you have to widen the road, you have all sorts of other problems including getting the land for the additional lanes.

7. **San Diego Gas and Electric Subcommittee Update – Linda Ivy reported that at the last meeting one of the engineers suggested “off the record” that they might look at another site if the Planning Group would be more willing to look at the project favorable.** There were 16 people at the sub-committee meeting that was held before this meeting. At this sub-committee meeting, **Don Parent** said that they have now discussed alternative sites with their superiors, and they recognize that the JDCPG was not given enough opportunity to be reactive to the site before they chose the site they did. They are willing to look at other sites, however the existing site is SDG&E's presumptive site as they own the site and it has the criteria they need for housing the proposed substation. In addition, there are caveats that must be respected in the process of looking at alternative sites.

- a. It must be located within the study area (with minimum flexibility)
- b. Must be at least 3 acres and be able to accommodate necessary setbacks for driveways and exterior landscaping.
- c. Cannot be located in open space or preserve.
- d. Must have a willing seller.
- e. Timeline – 3months to find a site (by April 30, 2009).
- f. Alternate site must meet all technical criteria as determined by SDG&E.

Site proposals should be submitted to SDG&E's project team by the JDCPG sub-committee chair (currently Linda Ivy) Don pointed out that it was not an easy process, but they were willing to work with the JDCPG to find a site more suitable.

SDG&E suggested that they would be willing to relook at site 6 and 8 and asked Steve Wragg to get in touch with Don Parent regarding a possible timeline as to completion of the light at Melody. We asked Realtors, Marcia Spurgeon to contact the owner of site 6, Dave Buller and Judy Bohlen to look at property along Proctor

Valley Road including land that is owned by Otay Ranch or JIV, or Lakes Gaming. The next meeting will be before the next JDCPG meeting on February 10.

8. **TPM21060RPL2 –Martin Muschinske reported that it was a 24.2-acre parcel split into 2 parcels – 1 – 8 acres and the second 16.39 acres on Skyline Truck Trail across from old Bed and Breakfast.** The biological report, water, cultural resources, and others have been completed. The area is steep and has 18 acres of open space. **Martin Muschinske moved that we recommend approval of the project with the mitigation of the 18 acres of designated open space and improvement of the road access to the project site from Skyline Truck Trail.** Motion carried unanimously.
9. **Multiple Species Conservation Program Steering Committee meeting- Martin Muschinske** was unable to make the meeting and will report next month.
10. **POD 08-11 – Zoning Ordinance to add certified Farmers' Market as Temporary Use – Linda Ivy** will speak to the Planner and postpone until the next meeting.
11. **Notice of Intent to Adopt a Mitigated Negative Declaration for the Proposed Rancho San Diego Sheriff's Station Project – Dan Kjonsgaard reviewed this project and gave the following report:**

This project is to construct a new facility east of the existing access road to the Skyline Wesleyan Church, west of the storage yard. Access to the project will be at the junction of SR 94 (Campo Rd) / Jamacha Blvd., and the existing Skyline access road. The project site is 13.85 acres in size and the portion of the parcel proposed for development is 6 acres in size. The current zoning is M52 (Limited Industrial) and S80 (Open Space), the plan calls for the vacation of two open space parcels totaling .3 acres and dedicate a new exchange area with a total area of .5 acres (the new open space area contains a higher quality of Diegan coastal sage). Additionally, the applicant will be required to purchase/preserve 3.1 acres of offsite Diegan coastal sage. The new facility will be approximately 25,000 sq ft in size and have approximately 162 parking spaces, 50 for patrol and staff vehicles. Staff will number 118; these people will be reassigned from the Lemon Grove facility, which currently has a staff of 151. The building will be designed to meet U.S. Green Building standards. The proposed project will generate approximately 1,000 Average Daily Trips (ADT), currently on SR 94 (Campo Rd) from Via Mercado to Jamacha Blvd the ADT is 46,500.

Per the Traffic Impact Study, the following four locations will be impacted the most (peak hour use):

- Segment on Campo Rd from Via Mercado to Jamacha Blvd (LOS F),
- Segment on Campo Rd from Jamacha Blvd to Jamacha Rd (LOS F),
- Segment on Campo Rd from Jamacha Rd to Steele Canyon Rd (LOS F),
- Segment on Campo Rd from Steele Canyon Rd to Lyons Valley Rd (LOS F),
- Segment on Campo Rd from Lyons Valley Rd to Melody Rd (LOS F).

Mitigation Measure T-1:

The project applicant shall provide signal coordination software to Caltrans for the coordination of signals along Campo Road (from Via Mercado to Jamacha Road).

- Note: "the existing project conditions have an arterial travel speed of 29.6 MPH in the westbound direction during the AM commute with signal coordination, the existing plus project travel speeds are calculated at 31.7 MPH in the westbound direction during the AM commute, which is 2.1 MPH faster than without signal coordination."

Mitigation Measure T-2:

The project shall pay a Transportation Impact Fee program fee as determined by the County of San Diego prior to the issuance of building permits.

- Note: "without the addition of the project conditions, these five roadway segments are already experiencing failing conditions;"

"Therefore, with the implementation of Mitigation Measure T-2, which requires the applicant to pay the TIF fee at the time building permits are issued, this impact is reduced to a level less than significant."

Grading will require 50,000 cu yd cut / 6,000 cu yd of fill / 44,000 cu yd of export.

- Export note: 20 cu yd per truck, 2,200 truck loads, 10 truck loads per hour, for duration of 30 days.

- The project site includes a 20' water pipeline and road easement (Otay Water District); the existing pipelines will require relocation prior to construction of this facility.

Site clearing is scheduled to begin in August 2009, construction scheduled to begin September 2009 and be completed by June 2010.

Dan Kjonagaard reported that we have no need to respond on this as the time for comments has passed, and it is not in our planning area. Our roads are already in the LOS F. Richard Wright pointed out that increased traffic will just make it worse. Dan Kjonagaard suggested that the signal coordination software would be a help to our traffic.

12. **S08-027 – site plan for Steele Canyon Estates – Randy White was not present and Krishna asked to have it postponed until next meeting.**
13. **Jamul Indian Village Casino Status Report and Recommendations: Nothing to report.**
14. **General Plan Update – Dan Neirinckx met with the sub-committee over several days. Sub committee members Janice Grace, Dan K, Dan N., Ron White, and Marty Muschinske make the following recommended changes to the Draft General Plan:**
 - Pg. 1-2, last para.:** Use of the word "constitution" is out of place/ misused.
 - Pg. 1-13, second to last para. last sentence:** word "enviable" is not correct
 - Pg. 2-7, "limit line" definition** to be added to Glossary
 - Pg. 2-8, add to end of second to last para.:** In cases where conflict exist, the Community Plan and or community character shall prevail.
 - Pg. 2-9, Last para. first sentence;** statement is inaccurate and not supported by indicated quote.
 - Pg. 2-11:** Support "growing body of evidence" with a footnote of supporting reference.
 - *Pg. 2-12, second para. :** replace word "culture" with "cultural activities" or other more suitable terminology.
 - Pg 2-12, fourth para. :** Change first part of para. to read: " Reduced consumption of energy, water, and raw materials; generation of waste; and use of toxic and hazardous substances should be considered in all aspects of development"

***Pg.3-3,** The use of the term “limit line” as used on page 2-7 needs to be more clearly related to “Urban Limit Line and/or Village Boundary” as use on page 3-3.

***Pg. 3-25,** Should Horse Trails be included?

***Pg. 3-26,** LU 7.1 : by definition includes animal grazing.

Pg. 3-27, LU 8-2 : Does “new development” include building of SFD on existing legal parcels? Recommend that it not include existing legal parcels.

Pg. 3-39, LU 14.4, change last sentence to read: “Sewer systems and services shall not be extended beyond Village boundaries where currently allowed or exist, except when necessary to preserve established open space or serve civic facilities.”

Pg. 3-39, When the term “adequate” is used to qualify “water resources”; does it include the meaning of “sustainability”? Sustainability must be part of the definition of adequate!

Pg. 4-11, second bullet: add to second sentence: “consistent with road design speeds, sight distances, and suitable available right of way”

Pg. 4-19, M 7.1: Reference to Goal S-15, page 7-23 should be noted.

Pg. 4-24, Goal M-10: And overall bad idea to reduce onsite parking for commercial or high density activities. In Rural Villages, on-street parking should be limited and consistent with established community character.

Pg. 5-2, add to “Biological Resources” bullet: “through quantifiable requirements that accomplish specific goals.”

Pg. 5-7, COS 1.4, change sentence to read: “Collaborate with other jurisdictions and trustee agencies to achieve well defined and quantitative common resource preservation and management goals.”

***Pg. 5-27,** COS 11.3, fifth bullet, change to read: “Clustering of development so as to preserve a balance of open space vistas, natural features, and community character.”

Pg. 5-28, Goal COS-12, Policy COS 12.2. The use of the word “enhance” is out of place and should be removed.

Pg. 6-2, third para. , add to end: “Reduction in lot size shall not violate established community character.”

Pg. 6-3,: The current CWA boundary around the “Honey Springs Ranch area” has previously been recommended by the JDCPG to be removed. The CWA in such an area is “leap frog development” at its worst and in conflict with “Guiding Principle 2” page 2-7, and “Guiding Principle 4” page 2-9, as well as the area is now publicly owned.

Pg. 6-14, H 3.3: Recommend a “maximum” allowable bonus be stated here or elsewhere.

Pg. 7-8, policy S 4.1, add to end of sentence: “and need for insurability.”

Pg 8-9, Table N-1: Add note to indicate that Table N-1 is for normal daily activities of completed facilities/ structures.

Pg. 9-7, Groundwater Ordinance bullet: If the word “adequate” does not include the meaning of “sustainable” then add “sustainable”.

After discussion on each of these points, **Dan Neirinckx moved we recommend approval to DPLU on the San Diego Draft General Plan Amendment with the comments listed above. Motion carried unanimously.**

Dan moved we recommend the addition of the following statement on Page 5-7. “The premise for these goals tends to put the burden for maintaining a pristine environment financially on the residents of the back county. Motion carried: 8, yes: 3 No (Wright, Hewitt and Davis); 1 Abstention (Ivy)

15. JDCPG Officer’s Announcements and Reports

- a. Dan Neirinckx passed out the Fo rm 700 forms need to be filled out by all Planning Group members and turned into the County.**

- b. Historic Site Board Meeting January 26**
- c. TPM20583 – Harwood – Preliminary Notice of Decision – given to Janice Grace.**
- d. MSCP meeting on January 22 – past date when received.**

Adjournment:

Dan adjourned the meeting at 10:02 p.m. reminding us that the next regular meeting is **Tuesday, February 10, 2009 at 7:30 pm at Oak Grove Middle School Library.**

Respectfully submitted,
Janet Mulder, Secretary

**PLEASE NOTE: SDG&E Substation Subcommittee will meet on
Tuesday, February 10, 2009 - 6:00 before regular meeting,
Oak Grove Middle School**